

## Amusements Co-Night.

BOOTH'S OPERA HOUSE—L'Affaire. 8—Patience. 9—The Colonel. 10—The Mosaic. 11—The Mosaic. 12—The Mosaic. 13—The Mosaic. 14—The Mosaic. 15—The Mosaic. 16—The Mosaic. 17—The Mosaic. 18—The Mosaic. 19—The Mosaic. 20—The Mosaic. 21—The Mosaic. 22—The Mosaic. 23—The Mosaic. 24—The Mosaic. 25—The Mosaic. 26—The Mosaic. 27—The Mosaic. 28—The Mosaic. 29—The Mosaic. 30—The Mosaic. 31—The Mosaic. 32—The Mosaic. 33—The Mosaic. 34—The Mosaic. 35—The Mosaic. 36—The Mosaic. 37—The Mosaic. 38—The Mosaic. 39—The Mosaic. 40—The Mosaic. 41—The Mosaic. 42—The Mosaic. 43—The Mosaic. 44—The Mosaic. 45—The Mosaic. 46—The Mosaic. 47—The Mosaic. 48—The Mosaic. 49—The Mosaic. 50—The Mosaic. 51—The Mosaic. 52—The Mosaic. 53—The Mosaic. 54—The Mosaic. 55—The Mosaic. 56—The Mosaic. 57—The Mosaic. 58—The Mosaic. 59—The Mosaic. 60—The Mosaic. 61—The Mosaic. 62—The Mosaic. 63—The Mosaic. 64—The Mosaic. 65—The Mosaic. 66—The Mosaic. 67—The Mosaic. 68—The Mosaic. 69—The Mosaic. 70—The Mosaic. 71—The Mosaic. 72—The Mosaic. 73—The Mosaic. 74—The Mosaic. 75—The Mosaic. 76—The Mosaic. 77—The Mosaic. 78—The Mosaic. 79—The Mosaic. 80—The Mosaic. 81—The Mosaic. 82—The Mosaic. 83—The Mosaic. 84—The Mosaic. 85—The Mosaic. 86—The Mosaic. 87—The Mosaic. 88—The Mosaic. 89—The Mosaic. 90—The Mosaic. 91—The Mosaic. 92—The Mosaic. 93—The Mosaic. 94—The Mosaic. 95—The Mosaic. 96—The Mosaic. 97—The Mosaic. 98—The Mosaic. 99—The Mosaic. 100—The Mosaic.

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## Business Notices.

**"ALDERNEY BRAND"** CONDENSED MILK. Cotton Manufacturers, Customs Receipts, Foreign Decorations, Foreign Goods, Re-exported, Foreign Population in United States. The Tribune Almanac, 1882. Price 25 cents. President Garfield's Inaugural, President Garfield's Popular Vote, &c. The Tribune Almanac for 1882. Price 25 cents. The best guide to the Events of 1881 is THE TRIBUNE ALMANAC for that year. Price 50 cents, postpaid. Address: THE TRIBUNE, New York. Use Brummell's celebrated Cough Drops. The genuine have A. H. B. on each drop. Depot 410 Grand St., N. Y. WILSON'S COD-LIVER OIL AND LIME. The great popularity of this safe and efficacious preparation has attracted to it its friends in all parts of the world. It is a cure of Coughs, Colds, Asthma, Bronchitis, Whooping Cough, Scrophulous Humors, and all consumptive affections. It has no equal. Let no one neglect the early symptoms of disease when an agent is at hand which will cure all complaints. It is sold in London, New York, and elsewhere. Manufactured only by A. H. WILSON, Chemist, Boston. Sold by all druggists.

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## New-York Daily Tribune.

FOUNDED BY HORACE GREELEY. SATURDAY, FEBRUARY 18, 1882. THE NEWS THIS MORNING.

FORGIVEN.—Mr. Gladstone has given further explanations regarding his Home Rule opinions. The British House of Lords, by a vote of 96 to 68, has ordered the appointment of a select committee on the Land bill. The new license taxes have been collected easily at Madrid. It is estimated that sixty or seventy lives were lost by the Durham colliery explosion.

CONGRESS.—In the Senate yesterday Mr. Miller presented a memorial from the Union League Club, of this city. The House passed the Apportionment bill, and refused to authorize the restoration of Thomas Little to the Army.

DOMESTIC.—Two letters of instructions from Lord Granville to Mr. West in regard to the Clayton-Bulwer Treaty are made public. Correspondence relating to the boundary between Mexico and Guatemala is also published. An explosion in a fireworks factory at Chester, Penn., yesterday morning caused the death of fourteen persons, and seriously injured between thirty and forty others. Documents concerning the correspondence in regard to the Peruvian company were sent to the House yesterday. Some express trains were delayed five hours near Sayre, N. Y., owing to freight cars having run off the track. A. W. Campbell, of Wheeling, W. Va., is seeking a divorce. In the Virginia Senate, yesterday, the deadlock was broken by a Republican voting with the Readjusters. James G. Allison has been hanged at Indiana, Penn., for murdering his father.

CITY AND SUBURBAN.—A wall fell in Roosevelt-st. yesterday and killed one man. The Alumni of Rutgers College ate their annual dinner. Verdicts were rendered in two murder trials. V. W. Macfarlane & Co., land refiners, suspended business. A brakeman was killed by a freight train on the New-York and New-Haven Railroad. Gold value of the legal-tender silver dollar (412½ grains), 87.32 cents. Stocks were less active; then opened higher and afterward were feverish and unsettled, and so closed.

THE WEATHER.—Tribune local observations indicate colder and fair or clear weather. Temperature yesterday: Highest, 45°; lowest, 23°; average, 36°.

The Legislature has adjourned over until Monday evening. The Assembly spent yesterday, we take pleasure in noting, in the industrious discharge of long-postponed duties. Not so with the Senate. It wantonly wasted the entire session in debating matters which have about as much to do with the legitimate work of a legislator as Colonel Robert Ingersoll had to do with the revised version.

The failure in the prosecution of the Star Route cases in Nebraska is not to be taken as a test of the cases yet to come, notwithstanding that the Star Route sympathizers in Washington are in a state of exultation because the Judge directed an acquittal from the bench. It is not likely that prosecutions at the National Capital, when once fairly started, will be weakened by local influence, as seems to have been the case in Omaha.

Generally it is the explosion first and the fire afterward. But in the disaster at Chester yesterday this order was reversed, and it is painful to know that if the warning given by a boy who was familiar with the building and its contents had been heeded the loss of life might have been avoided. The catastrophe did not occur until the flames had been in progress for nearly an hour, until after two small explosions had taken place and there was no hope of saving the building. The firemen and spectators must have known the dangerous nature of the articles stored in the burning structure, and it is singular that they had not retreated to a place of safety. The accident seems to be one for which the friends of the dead and the injured cannot say that

the blame lies on any except those who unfortunately were so heedless as to expose their lives unnecessarily.

It is hard to see any good reason for the bill introduced yesterday into the Assembly making a change in the law touching the composition of the Board of Education of this city. The new measure would cause the present Commissioners to go out of office on May 1, 1882, and make the new Board to consist of twenty-four members, one from each Assembly District, appointed by the Mayor. The measure is probably grounded in the long-standing complaint that under the present law the Mayor can select for a Commissioner any citizen whom he pleases to take. He may appoint two from the same block if he wishes. But to certain no man who is intelligent enough to secure an appointment to the Board, and is willing to serve without pay, could be so narrow-minded as to build up the schools in any one part of the city at the expense of another part. And there is no reason to increase the Board by three members even. No more brains or talk is needed to administer school affairs wisely than the present Board can control.

In the Assembly yesterday Mr. Sprague introduced a concurrent resolution proposing an amendment to the Constitution prohibiting the use of public money for private purposes. The course pursued by the majority in the present Legislature furnishes a potent argument in favor of the resolution. For the Democrats in both the Senate and Assembly have done little else since the session opened except use the public money appropriated for paying the expenses of the Legislature for the "private purposes" of their political factions. The typical intelligent foreigner making a study of our governmental system might well conclude, after listening to the august debate which took place in the Senate Thursday and yesterday, that in New-York State gentlemen were elected to the upper House with the understanding that they should devote themselves exclusively and enthusiastically to making or breaking Tammany Hall. And yet we believe the fact to be that the hall in question is not recognized by the Constitution.

There is war on the Rappahannock, and the cause of it is that innocent bivalve the oyster. An expedition headed by Governor Cameron has been fitted out, and is aloft, consisting of artillery and infantry, well supplied with rations, to capture the trespassers and vindicate the laws of Virginia. Governor Cameron takes a truly patriarchal interest in his people. Contrast his activity with the apathy of the Governors of this State and of Connecticut. The oystermen on Long Island have quarrelled with their neighbors across the Sound for years, and apparently each side has just cause for war. Not long ago a Long Islander found a deep hole full of beautiful oysters, and went home at night with his boat full. The Connecticut men, whose baskets were empty, saw this, and watched their lucky enemy until they found out where the rich bed lay. Then they appeared on the scene, and the strife raged, it was said, for days, until finally it was agreed to divide the spoils. And yet the apathetic Governors of the Empire and the Wooden Nutmeg States sat quietly at their capitals and let their people fight. Not even a proclamation was issued here, while the position of the Virginia oystermen is supported by charges of grape and solid shot. It is a pity, if there must be fighting over the oyster, that the retail dealers cannot be called in and placed in the thick of it, to meet a just reward for their assurance in charging now for their wares the same high prices that prevailed in war times twenty years ago. If any blood is to be spilled it should be taken from this class.

**SHREDS OF HISTORY.** In 1877-'78 Governor Robinson gave serious offence to the Tammany Democracy, then the "Regular" organization in this city. It was a difference upon the vital question of official spoils, of course. There has not been a quarrel among the Democrats of this city upon any other question for more than twenty years. So bitter grew the dispute between the Tammany Democrats headed by John Kelly and the Tilden Democrats led by Governor Robinson, that long before the call for the State Convention in 1879 Tammany formally proclaimed its purpose to resist the Governor's renomination even to the point of bolting if it should be insisted on.

In 1879 Robinson was renominated. Tammany did bolt as it had threatened and nominated Kelly against him.

In 1880 the Tammany delegates were refused admission or recognition, first by the Democratic State Convention, afterward by the National Convention at Cincinnati. Notwithstanding those rebuffs, the organization supported the regular ticket for President and Vice-President.

Immediately after the Presidential election in 1880 the County Democracy was organized for the sole purpose of destroying Kelly's influence and eliminating Tammany Hall as a political force. At the State Convention in 1881 they were recognized and given the official stamp of regularity, and Tammany was again left out in the cold.

After a year's hard work perfecting their organization and completing all their preparations for a fight, the new organization, refusing the conciliatory overtures of Tammany, met the latter in open field upon an issue of their own selection, and found themselves worsted when the votes were counted. With unparalleled assurance, however, they included in the count of their own strength in the Legislature the very Senators and Assemblymen whose election they had opposed tooth and nail, and thereon claimed possession of both branches.

At the meeting of the Legislature in January, 1882, they called their caucuses and coolly assumed that the Senators and Assemblymen who were elected as their opponents would gracefully fall in and help them to the offices and plunder without a moment's hesitation or a word of question. The Tammany men did not fall into the trap.

There was a deadlock. The Republicans in both branches went right on minding their own business, voting for their own candidates, and waiting patiently till the two different kinds of Democrats could conclude some bargain with each other for the division of the spoils and let the Legislature proceed to business.

Six weeks passed, during which time, as everybody knew, negotiations between the Country Democrats and the Tammany representatives were in progress. There was no talk of any arrangement with the Republicans, but the business of the State was kept waiting while the two Democratic factions haggled over terms and vainly tried to trade.

Last week Mr. Patterson, the "regular" candidate for Speaker, met the Tammany representatives in consultation. There could have been but one object in such a meeting, and that was to agree upon the terms on which the Tammany men should vote for Patterson for Speaker. The Tammany men say that

was the object and Mr. Patterson does not deny it. They did make the trade. It was so announced, and the Republican members, who were only waiting for the bargain to be consummated, began to have hopes that the Democratic Legislature would presently be organized.

Mr. Patterson was elected Speaker by Tammany votes, and so much was accomplished toward carrying out the bargain. Then the Tammany men called a halt until they could be assured that the Speaker would carry out his part of the contract. There was dilly-dallying for several days more, and the public business waited for Mr. Speaker Patterson.

At last he announced his committees. The Tammany men broke out in a chorus of indignation, swearing that they had been cheated. And it did certainly have that appearance.

They did then what most people would under similar circumstances—ended the deadlock and emphasized their indignation at the manner in which they had been treated and the men who had cheated them by voting for the Republican candidates for the subordinate places.

And now the men who tried for six weeks to make a bargain with Tammany, finally made it, and then, after getting their profit out of it, cheated Tammany out of the consideration agreed upon, are patting themselves on the back because they have given proof that they were above making trades, and almost standing on their heads because the Republicans are proven to be corrupt by the fact that their candidate for Clerk of the Assembly was elected by Tammany votes.

## THE PARTY THAT LEARNS NOTHING.

When the votes came to be counted at the election of last November, it turned out that the Democrats had carried both branches of our State Legislature. They regarded it as a big victory. They had not been in the majority in the Senate since 1871; they had only been once in the majority in the Assembly since that year.

Democracy had good reason to be jubilant over the restoration of the party to legislative power. And it was jubilant, very jubilant. From one end of the State to the other the joy of the leaders and of the rank and file was unconfined. They congratulated one another in the heartiest manner and in the most effusive terms. They pointed to the election returns on the Legislature as demonstrating that the Democratic party had once again come into possession of the confidence of the people of New-York. Passing from felicitation to prophecy, they were loud and frequent in their assurances that those whom they had sent to the Senate and Assembly were going to make the most of their opportunities, were bent upon treating the taxpayers to a short, clean, common-sense session, characterized by strict attention to great public interests, by economy, retrenchment, and the related virtues. And, he it remembered, there was a special reason why the Democrats of the Legislature of 1882 should have desired to make an unimpeachable record. They were aware, and they realized that every man in the State with a memory was aware, that the session when their party last had control of both the Senate and Assembly was notoriously the most profligate and corrupt in the annals of the State. It was in 1871 that the ruling spirits of the Democratic Senate were William M. Tweed, Harry Genet, Michael Norton, and Thomas J. Cramer; and that William Hittelman presided over a Democratic Assembly numbering among its leaders Thomas C. Fields, James Irving, Alexander Frear, Timothy J. Campbell, George D. Lord and Smith M. Weed. There is no need at this day to rehearse the shame of that Legislature of 1871. It has passed into history with the brand of popular execration upon it, and it will remain as an awful warning of the dire effect of suffering a corrupt and unscrupulous ring to supersede the rule of the people.

Now with this record of the last Democratic Legislature staring them in the face the majority in the Senate and Assembly of this year might well have been inspired with the determination to blot out the remembrance of 1871 by serving the State with uncompromising zeal and fidelity from the beginning to the end of the present session. How, then, shall we account for the extraordinary fact that neither this consideration nor the consciousness that there is to be a gubernatorial canvass next fall and that the Presidential canvass of 1884 is not very far off has served to keep the Legislature of 1882 from being in some respects as disgraced as the Legislature of 1871, and in all respects unworthy of aught but condemnation? The explanation is that the Democratic party at all stages of its career during the past quarter of a century has acted as if it was possessed by a devil. It learns nothing in the school of experience. It has a poor head at the best, and a little success turns it. When an emergency arises it takes counsel not of wisdom but of folly. Now and then the people call it from the rear, where it properly belongs, and intrust it with leadership. But such treatment of it is not to be construed as a testimonial of confidence in its wisdom and discretion. As a rule it is to be interpreted simply as the people's way of rebuking the real or imaginary shortcomings of the Republican party.

**ENGLAND IN A FIDGET.** The discussion which has suddenly opened in England over the military dangers of the Channel tunnel is significant in many respects. It illustrates several characteristic traits of the modern Briton—his conservatism, first of all. This scheme of tunnelling under the English Channel is not a new one. It has been discussed by engineers and members of Parliament, and been made the subject of glowing prospectuses and intricate calculations at various times during the last twenty years. Yet it was not until a few weeks ago, when two rival companies were found to be actually preparing to take advantage of the Parliamentary privileges which had been conferred upon them, that the public evinced any interest in the matter. Up to that point, Englishmen had been profoundly sceptical in regard to the practicality of the enterprise. So distinguished an engineer as Sir John Hawkshaw had prepared the plans and revised the estimates, and concessions had been granted by the French and British Governments, so that two companies had come into existence for the purpose of carrying out the project. Yet the public looked upon the enterprise with absolute indifference. Ever since Englishmen had been Englishmen, they had made the journey to the Continent by water at the imminent risk of a headache and a disordered stomach. To concede the possibility of underground transit was to call in question the insularity of the United Kingdom—to undermine not only the Channel but the British Constitution, and to shake the foundations of national faith. The engineers' plans were a proof of the speculative spirit of the modern age. The practical English public, so far as it took any notice of them at all, was

amused by them. As for the annoyances of the Channel passage, they were inevitable and would remain so to the end of time.

When the awakening came another national trait as markedly characteristic as English conservatism was illustrated. This was preternatural anxiety. There was a rapid transition from utter indifference to worrying trepidation and cautious fussiness. The panic-mongers began to chatter in the public prints, and the dangers of the tunnel were exaggerated on every hand. The idea that the other end of the bore would be in another country burst upon the public with the startling force of a fresh discovery. Calais was in France, and France was on the Continent—actually outside England! The whole nation was thrown at once into a chill of apprehension. Let there be war between France and England and a whole army of invasion could be shot through the big bore as easily as a cannon ball through a gun. Let there be war between Germany and England and both ends of the tunnel might be taken by surprise, and the scattered regiments of volunteers which passed muster at Windsor last summer would be at the mercy of a horde of soldiery advancing on London with an impregnable base of supplies in the rear, which the iron-clad warships could not molest. Britons would become slaves—and all for the accommodation of a pack of tourists whose biliousness would be relieved by a good shaking-up on the Channel!

Popular anxiety reached its height when Lord Dunsany contributed to *The Nineteenth Century* an article on the military aspects of the tunnel, supporting his own views by quotations from an authority occupying a foremost position in public estimation—obviously Sir Garnet Wolsey. This officer had taken pains to find out whether Dover was a fortress having any real strength beyond what nature gave it. He succeeded in convincing himself that it was a fortress defended by pop-guns which any foreign iron-clad might knock "into a heap of rubbish from behind his own armor without the loss of a single life." This was the only fortification between Calais and London, and it could be taken by surprise any dark night and all England exposed to the horrors of foreign invasion! The bare thought of such a catastrophe bred nightmare in every well-ordered British household. The public journals, in a grand chorus of croaking, united in attacking the tunnel scheme. *The St. James's Gazette* cried out in a shrill shriek that even if the arguments were as 500 or 5,000 in favor of the project and the argument against it as one, it must not be built. The Cabinet seem to have sustained this view, only two members dissenting from it. Mr. Gladstone himself has promised to reconsider the concessions granted to the companies, and we doubt not that, as the final result of this spasm of excitement and alarm, a staggering blow will be given to the enterprise. Englishmen will breathe more freely when they are assured that the "wet ditch" will continue to defend their island fortress and its ancient pop-guns. A sense of insular security will compensate for an hour lost on the Channel and a few quads of sea-sickness. Let the tunnel be built, and the dear, grandmotherly old nation will be in a never-ending state of fidget, ready to shake from head to foot whenever any statesman on the Continent sneezes.

**WHEAT DOWN THE MISSISSIPPI.** The drop in the price of wheat makes a stir in the export trade at St. Louis, as well as in the other centres of the grain trade. Within the last few days more than 320,000 bushels have been sold in that city for immediate export by way of New-Orleans. The first shipment will go down the Mississippi River to-day, borne by a fleet of grain barges in tow of a river steamer. Other shipments are to follow. Vessels have been engaged in New-Orleans to carry the grain to Liverpool direct; and should the breadstuffs market remain in sound condition there is likely to be a strong demand for tonnage at the wharves of New-Orleans, which will put many extra dollars into the pockets of our ship-owners.

The February rise in the Western rivers occurs just in time to aid the shipment of grain down the Mississippi. Low water and ice obstruct the navigation of that portion of the river between St. Louis and Cairo about two months of the year. But in February occurs the great rise which invariably converts two almost deserted great streams all at once into bustling and exciting thoroughfares of commerce. An endless procession of steamboats dart down the Ohio with fleets of coal barges in tow. Hundreds of great freight and passenger steamers, which are laid up in the winter all along the river, owing to the low water and dull trades, are brought out and set to running on the river routes. Barge and steamer transportation is also resumed on the Mississippi all the way to St. Paul. The drop in the price of wheat occurs just in time to give the tonnage of the rivers the benefit of it at the opening of general navigation. Assuming that the market will continue to rule low enough to maintain the export trade, the fall in prices also occurs in good season to give the large lines on the Mississippi an opportunity to show what they can accomplish this year in the way of diverting grain from the railroads leading to Atlantic ports.

Of all the seaports which ship grain direct to Europe, New-Orleans is the first in 1882 to get the benefit of water transportation from the interior. Indeed, this is the case every year. The Mississippi is available for grain shipments from St. Louis eight and a half months every year, whereas the Erie Canal is not in operation more than seven months. Below Cairo, to which point grain is now sent by rail from St. Louis in the winter season, the river is available for grain barges nearly every month of the year. The St. Louis merchants have never lost faith in a large river commerce and export trade to Europe via New-Orleans, and undoubtedly they enjoy an important advantage in the possession of a water route open nearly the whole year around. Should the capabilities of the river be properly improved, there is no reason to present to doubt that a part of the increase of Western trade will be diverted by them to the Mississippi River. It is to be remarked, however, that in a pushing age like this, natural advantages are of less account than enterprising men. The smart, wide-awake managers who have been building railways all over the West have already paralyzed the whole river commerce of that region. Steamboating has been stationary now for ten years, the enormous expansion of trade having all gone to the railways. The Missouri River has been permanently superseded as a water route already. On the Ohio there is no increase in the freighting business, except in the single item of coal, which goes South almost entirely by river. On the Mississippi the river tonnage is barely holding its own, while rail transportation marches with gigantic strides. The commerce of St. Louis is a fair illustration. The tons of freight received and shipped at that city during the last

ten years, by rail and by river, are as follows:

|      | By river. | By rail.  |
|------|-----------|-----------|
| 1871 | 1,854,899 | 3,258,203 |
| 1872 | 1,969,201 | 4,043,028 |
| 1873 | 1,584,311 | 4,400,394 |
| 1874 | 1,410,090 | 4,395,769 |
| 1875 | 1,302,929 | 4,384,220 |
| 1876 | 1,288,980 | 5,091,170 |
| 1877 | 1,242,155 | 5,117,228 |
| 1878 | 1,329,375 | 5,063,466 |
| 1879 | 1,306,115 | 6,948,794 |
| 1880 | 1,931,385 | 8,852,204 |

The commerce of other Western cities shows a similar state of affairs. Enterprise is taking away from the river that which St. Louis persistently claims belongs to it, the transportation of the produce and manufactures of the region of which St. Louis is the centre. It is safe to predict that the Mississippi can never be the highway of a greater commerce in the future than it is now, unless a spirit of enterprise is exhibited equal to that of the managers of railways. It is probable, in any event, that the river will secure only a small portion of the general increase of trade.

The danger of a diversion of traffic from the railways by grain barges on the Mississippi has been somewhat exaggerated. The success of barge transportation would be greatly promoted by paying cargoes of freight for the return trips up the river. Return cargoes are not to be depended upon. Very rarely can any be secured; and the cost of towing the clumsy barges up the river, with their high bottoms in the wind, is great. The tow-boat consumes 800 tons of coal on the round trip; all expenses are heavy; and the time spent in the trip is thirty days, making the charges for interest and depreciation oppressive. It has been discovered, furthermore, that even the largest patterns of barges are not large enough to secure the prime object of cheap transportation. The latest barges are 225 feet long, 35 wide, and 9 deep, with a cargo-house on deck. They are large boats. They carry 60,000 bushels of grain. They are so large that no steamer can take over five of them, that is to say, not over 300,000 bushels of grain at one trip; and, as a rule, no steamer can handle more than 140,000 bushels at a trip advantageously, and that is not a shipment large enough to secure the cheapest transportation. Unless, therefore, the whole system of barge transportation is completely revolutionized by the substitution of an entirely different class of boats, which are at the same time larger and easier to handle, the boats are not likely to meet with more than moderate success. Certainly there is no immediate prospect of the commercial supremacy of New-York being shaken by them.

It was Senator Boyd who, in explaining one of his votes the other day, made the sublime exclamation: "Patriotism demands that no more time be lost." But it is painfully evident that, in the vocabulary of the majority of the Senate, patriotism is defined to be a clerical error for partisanship.

A New-Orleans theatrical criticism reads: "This play is one of the most satisfying on the stage. After seeing it once no one wants to see it again." In the same sense the present State Legislature is satisfactory.

A suggestion to Samuel Cox: Why not beg the Life Saving Service to try if it can rescue the Democracy of this State from the destruction which now seems to await it?

No brass medal or its photograph has been sent to this office yet.

The leading idea of Democratic statesmanship heretofore seems to be to keep Tammany in a state of war with the Democratic party. This meets the unqualified approbation of Republicans. Three hundred and six is a large number for a dinner party, but a small one for a political party which hopes to elect a President.

Is Mr. Tilden leading or following at this time? If he led in the Albany maneuver the result is not likely to bring him much credit. If he follows where the outcome of that maneuver is certain to lead he will sooner or later encounter John Kelly swinging the same old shillelagh and completely blockading the roadway. The time seems to be as favorable as it has been for five years for Mr. Tilden to retire permanently from politics.

The Democratic minority in the House got away from Messrs. Randall, Cox and Springer on the apportionment question, showing that their tripartite powers of leadership were not equal to the demands of the occasion. We have been wondering for some time what it was that was keeping Springer so quiet. He has been posing as a "leader." This comes very near to being the ablest caper of his sprightly life.

We do not notice any enthusiastic predictions in the Democratic press that the next Governor of New-York will be a Democrat.

It is possible that the brass medals may be converted into liver pads or chest protectors, and thus be saved from entire waste.

The Hon. David Davis, in the course of his last periodical disquisition on the shortcomings of both political parties, remarked that he supposed the Republican party would outlive the Democratic, "not because it is the fitter, but because it has the offices, and, therefore, the inside track, not to speak of better discipline and better business sense." The two items which he does not speak of are the strongest in his count. The Republican party lives chiefly because of its good discipline and its business sense. It does not allow its brass medal fiasco to lead it into blunders, and it has the business sense to keep its policy abreast with the desires and demands of the people.

It is queer that the third-term banqueters forgot to say anything about President Arthur. Were they afraid of disturbing the Administration in its peaceful slumbers?

The country is hardly prepared to pay \$27,000,000 simply to allow the glorious Democracy to get its whiskey cheaper.

We notice with considerable amusement that several able Democratic editors remark that in passing the Deficiency bill this Republican Congress has reversed the retrenchment policy inaugurated by the preceding Democratic Congress. Will these able editors mention a single Congress between 1876 and 1881 where there were not Deficiency bills passed by a Democratic majority to repair the ravages of Democratic retrenchment? In 1877 the bill amounted to \$84,145,235; in 1878 to \$2,547,180; in 1879 to \$15,213,259; in 1880 to \$1,653,824; and in 1881 to \$6,118,055. All these were Democratic Congresses.

## PERSONAL.

The estate of the late Henry D. Durant, founder of Wellesley College, is valued at \$941,877.17, of which sum \$57,000 only is invested in real estate.

District-Attorney McKeon was at his office yesterday for the first time in several weeks. He has been confined to his home through illness. He remained at his desk for a short time only.

In the album of a venerable lady who has known many of the eminent men of the century are written these words: "Free Trade, the International Law of the Almighty, R. Cobden, Paris, 25 January, 1861." They were written by Cobden with the same pen with which he signed his name to the English-French treaty of commerce.

Oscar Wilde likes Chicago people, but does not admire the city. He says: "Your city looks positively too dreary to me. I like your society people very much. They have all apologized to me for their newspapers, telling me I mustn't mind what you reporters say. Your newspapers are comic without being amusing. English papers are founded on facts, while American papers are founded on imagination."

The late Joseph E. Sheffield was a man of generous benevolence. A lady who called on him not long ago for assistance to some charitable object caught sight of a memorandum of persons to whom donations were regularly and privately made by Mr. Sheffield. The amount was over \$12,000 a year. A baker of New-Haven has for several years fur-

nished bread to a large number of worthy poor people upon a regular system of checks established by Mr. Sheffield.

The medal presented to ex-President Woolsey by the professors of Yale College, to mark the fifty years that have elapsed since he received his appointment as Professor of Greek, is of gold, two and two-thirds inches in diameter and about an eighth of an inch thick. It weighs about half a pound, and the obverse bears a portrait made after photographs taken for Professor Wier. The name, Theodoros Dwight Woolsey, runs around the margin. On the reverse, within a border of laurel leaves, appears the following inscription: "Proceptor sum Proceptorum Yalenses. MDCCCXXXI. MDCCCLXXXI." In his remarks after the presentation Dr. Woolsey said: "I may say that I did not intend to occupy nor did I wish an office in the college. I had chosen the profession of the ministry, and I received that profession simply because I did not think myself fitted for it. I was a student of Princeton, when I was a theological student, I received, as it seemed to me, from a divine hand, an invitation to come here as tutor."

Canon Knox-Little, of Worcester Cathedral, sailed yesterday for England after a second visit to this country. While here he preached in Trinity Chapel and the Church of the Transfiguration, New-York, and in Grace Church, Jersey City, to crowded congregations. His visits to the United States were mainly with reference to his health, and so well pleased is he with the American climate and the American people that he may possibly return in the course of the ensuing summer. Meanwhile liberal inducements have been made to him with a view of retaining him permanently, but whether these will prove acceptable or not remains to be seen. A prominent church in Fifth-ave. it is understood, has offered him substantially his own conditions, and just prior to his departure for England he was invited to the vestry of Grace Church, Jersey City, visited the Stevens mansion at Castle Point, Hoboken, where he was temporarily staying, to tender him the charge of that parish, just made vacant by the resignation of the Rev. Dr. Rice, but it is intimated that the result was not such as to warrant the expectation that he will accept. In the event of his return to his native land, just made vacant by the resignation of the Rev. Dr. Rice, but it is intimated that the result was not such as to warrant the expectation that he will accept. In the event of his return to his native land, just made vacant by the resignation of the Rev. Dr. Rice, but it is intimated that the result was not such as to warrant the expectation that he will accept.

## GENERAL NOTES.

The annual report of the Manhattan Life Insurance Company, of this city, for its thirty-second year shows a satisfactory state of affairs for persons interested in it. The company has a capital of \$1,000,000. The amount paid in death claims and endowments was \$749,659. The surplus is more than two millions.

The entire French coast is about to be lighted by electricity which as far back as 1875 was employed in the lighthouses near Havre. It is now proposed that the development of the coast be made its general use on the French coast. Forty-two lighthouses are to be provided with electric lights and with steam trumps for fog-signals, at a first cost of about \$1,000,000 and an annual expenditure of about \$60,000 for maintenance.

Mountain-climbing in winter is becoming more and more frequent in Switzerland, and can be resorted to without any special precautions, and without danger of discomfort. On January 22, two gentlemen from Lucerne made the ascent of Mount Pilatus, and on the same day the Rigid was ascended by more than one hundred persons, who found the temperature surprisingly mild. At 2 o'clock in the afternoon the mercury marked 69° in the sun at highest point, and it was not until 4 o'clock that